

**Municipal Reference & Records Center**

MUNICIPAL REFERENCE LIBRARY  
CITY AND COUNTY OF HONOLULU

*Annual*  
PROGRESS REPORT

*Honolulu* of the *Dept.*  
"CITY PLANNING COMMISSION"

For the Year 1939

ence & Records Center

REFERENCE LIBRARY

CITY AND COUNTY OF HONOLULU

HT 168  
H 65  
A 27  
1939  
COPY 2

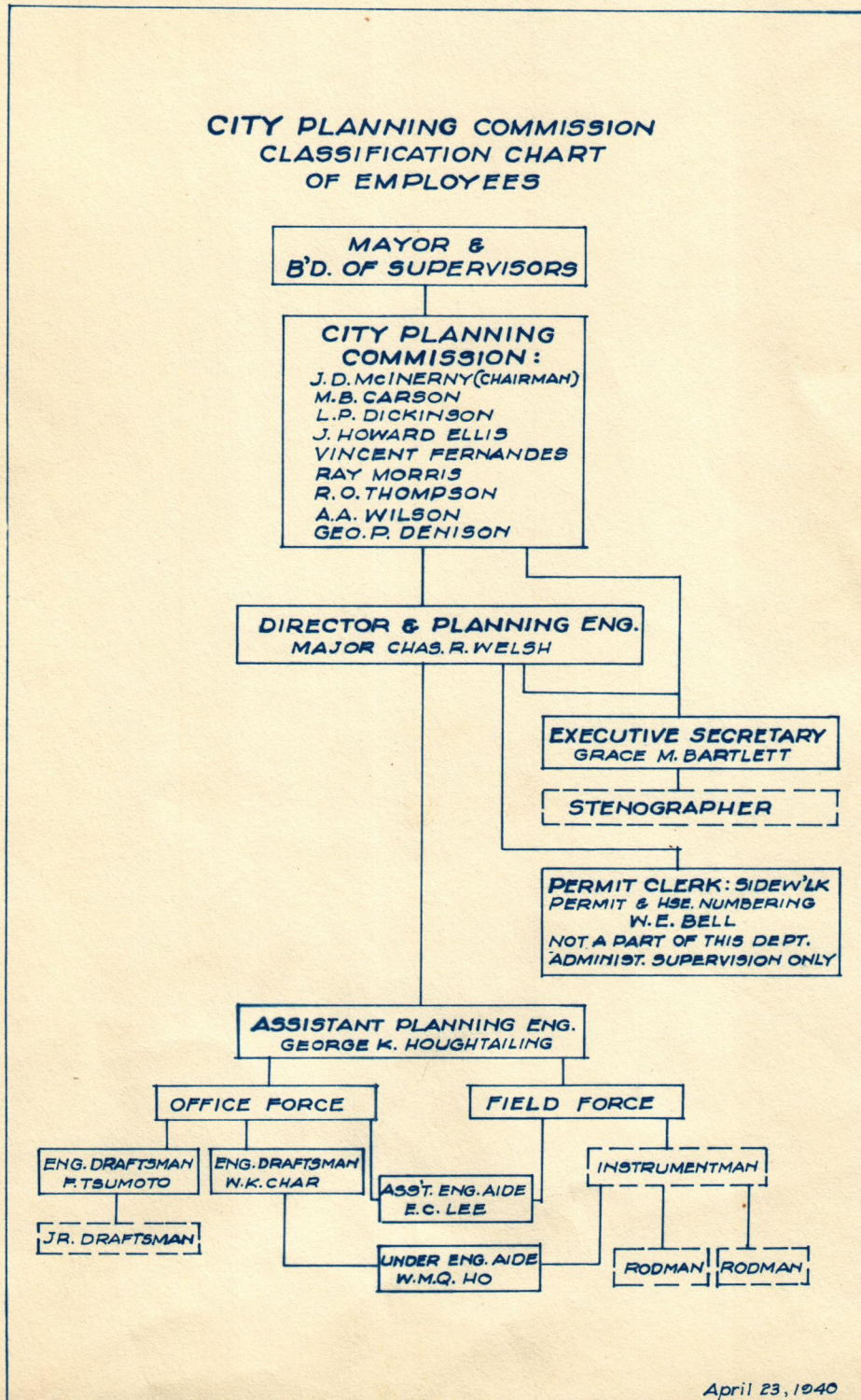
*File Copy*



HT168  
#165  
#27  
1939  
copy 2



**CITY PLANNING COMMISSION  
CLASSIFICATION CHART  
OF EMPLOYEES**



April 23, 1940



REPORT OF THE CITY PLANNING COMMISSION

FOR YEAR 1939

During the year 1939 the City Planning Commission has functioned under two different groups of personnel. For the period from January 1 to June 30, the Commission continued under the old set-up, with thirteen members, - eleven appointive and two ex officio. During the period from July 1 to December 31, the Commission operated under the provisions of Legislative Act 242, which, while increasing the powers of the commission, decreased its membership from thirteen to nine.

The personnel during the first half of the year was as follows:

Appointive:

J. D. McInerny, Chairman  
Arthur R. Keller  
John Mason Young  
C. W. Dickey  
Vincent Fernandes  
M. B. Carson  
James Gibb  
C. J. Pietsch  
L. P. Dickinson  
R. O. Thompson  
A. A. Wilson

Ex Officio:

Mayor Chas. S. Crane  
B. F. Rush, Chief Engineer, Department of Public Works.  
  
Chas. R. Welsh, Engineer  
Grace M. Bartlett, Secretary

The personnel during the period from July 1 to December 31, under Legislative Act 242, reduced to nine members, was as follows:

J. D. McInerny, Chairman  
J. Howard Ellis, Vice Chairman  
Scott B. Brainard  
M. B. Carson  
L. P. Dickinson  
Vincent Fernandes  
Ray Morris

R. O. Thompson  
A. A. Wilson  
  
Director and Engineer-  
Chas. R. Welsh  
Executive Secretary-  
Grace M. Bartlett



It is with regret that the Planning Commission notes the loss of several of its older members under the new organization of the Commission, due to the policy of the Board of Supervisors not to approve any appointments of men now serving on other government commissions or boards. This ruling has affected the following members:- C. J. Pietsch, A. R. Keller, James Gibb and C. W. Dickey, all connected with the Hawaii Housing Authority; also John Mason Young, Chairman of the Territorial Unemployment Compensation Board. The Commission is deeply grateful to these men for their valuable services during the years of their incumbency.

A. R. Keller was appointed in 1920, and has served continuously since that time-- a period of twenty (20) years.

John Mason Young was appointed in 1926, serving for a period of thirteen (13) years.

C. W. Dickey was appointed in 1931, serving for a period of eight (8) years.

C. J. Pietsch was appointed in 1933, serving for a period of six (6) years.

James Gibb was appointed in 1935, serving for a period of four (4) years.

In October Mr. Scott Brainard resigned from the Commission because of pressure of business duties, and his place was filled by appointment of Mr. George P. Denison. Mr. Denison was formerly a member of this commission from 1920 to 1929.

Forty one regular meetings and public hearings have been held during the year 1939.

#### REORGANIZATION UNDER LEGISLATIVE ACT 242

The most important and far reaching change during this past year has been the re-establishment of the City Planning Commission under Legislative Act 242, with definitely increased powers in the matter of regulation and control of subdivisions and zoning, subject to the preparation and adoption of a Master Plan.

The more important provisions of this Act are as follows:-

1. Personnel changed from thirteen to nine members, with staggered terms of office.

2. A Master Plan of the city to be prepared as soon as practicable, but not later than December 31, 1941, which when adopted by the Planning Commission will become the basis for the physical development of the city, subject to changes and modifications by the commission from time to time after legally advertised public hearings.



3. Preparation of subdivision rules and regulations governing all subdivisions of land within the City and County; and further providing that when such rules and regulations have been adopted, no map shall be received for filing or recordation in the Office of the Registrar of Conveyances or the Assistant Registrar of the Land Court unless same shall have been approved by the City Planning Commission; disapproval of any subdivision plan to be based on non-conformity to the Master Plan or non-compliance with the subdivision rules and regulations.

4. Authorizing a comprehensive zoning of the city and county for use districts. While the Act provides that all existing zoning ordinances shall remain in full force and effect, two methods are prescribed for amending or repealing old ordinances or for the enactment of new ordinances:-

(a) The Commission may, upon its own initiative, adopt a resolution with effect of an ordinance for that purpose, after holding of a legally advertised public hearing. Resolution must have the approval of the Board of Supervisors before it becomes effective, but disapproval requires an affirmative vote of five members of the Board.

(b) The Board of Supervisors may, upon its own initiative adopt an ordinance for that purpose on an affirmative vote of at least five members. Such ordinance, however, shall not take effect until it has been approved by the Planning Commission after duly advertised public hearings.

It will be noted that under the provisions of Legislative Act 242 zoning changes shall be effected by a Resolution, having the effect of an ordinance, in case it is initiated by the Planning Commission. In other words, the status of the Planning Commission has been changed from that of an advisory body to the Board of Supervisors, to an executive commission.

## ZONING

A large portion of the time and attention of the commission has been given to a study of zoning problems.

Twenty-two (22) zoning petitions have been filed with the Commission during the year 1939 for changes in zone classification, and thirteen (13) of these petitions were granted:- Six (6) Business Districts; Three (3) Hotel and Apartment districts; One (1) Industrial District; One (1) Noxious Industry district; Two Rural Residential districts.

These zoning changes are listed below in order of their adoption:



1. Business District No. 72. Ala Moana Boulevard, from South to Kamakee streets. This change in classification from Industrial to Business was for the purpose of protecting the frontage of Ala Moana Boulevard from the blight of the automobile junk yard, and to encourage a more aesthetic type of development along this important waterfront boulevard thru the restrictions applicable to construction in a business district.
2. Business District No. 73. Southeast side of River Street, near Vineyard Street. This change from Residential to Business classification was made thru Board action, without reference to the City Planning Commission, bill covering same being introduced by Supervisor Gilliland.
3. Hotel and Apartment District "I". Nehoa Street, between Punahou and Poki streets. A small adjustment to meet existing consitions.
4. Industrial District No. 1-D. Kalihi waterfront. This will extend the present industrial district along the Kalihi waterfront area makai of Auiki Street, to provide a suitable district for the re-housing of the various units of the Hawaiian Dredging and Contracting Company' plant.
5. Business District No. 74. Kabihi-uka. Ewa side of Kalihi Valley Road between Nobriga and Laumaille streets. This involves the legal establishment of an already existing business, to make possible the rebuilding of the old worn out wooden structure with a new building of second class construction.
6. Rural Residential District No. 3. Kaneohe-Mokapu districts. This change was made on recommendation of the Hui-o-Kailua and the Kaneohe Improvement Club, in order to protect their homes from the encroachment of business enterprises such as beer parlors, service stations, garages and repair shops and other forms of miscellaneous businesses which will follow in the wake of wontemplated Navy development in this sections.
7. Hotel and Apartment District "J". Sierra Drive and Keanu Street. This zoning change was the first to be made under the provisions of Legislative Act 242, which provides that zoning changes are established thru adoption by the Commission of a Resolution for that purpose, which has the effect of an ordinance, rather than by an ordinance adopted by the Board of Supervisors on recommendation of the Commission.
8. Hotel and Apartment District "K". Emma Street, area surrounding and including the Pacific Club. This change was made thru City Planning Resolution No. 2, for the purpose of legalizing existing hotel and apartment use, dating back many years.
9. Rural Residential District No. 4. Farrington Highway near Waipahu. Resolution No. 6. This residential frontage will extend a depth of 200 feet on either side of Kamehameha Highway and Farrington Highway, between the stream and the Waipahu Drainage canal, for purpose of preventing construction of business institutions along this new section of the highway except where business districts are hereafter established.



10. Rural Business District No. 4. Farrington Highway, near Waipahu. Resolution No. 7. This provides for the setting aside of an area approximately 1500 feet along either side of Farrington Highway within area established by preceding resolution for Residential use, and will provide for the centralization of all business within this small section of the zoned area.
11. Business District No. 75. Kapiolani Boulevard. Resolution No. 3. This is a small extension of Business District No. 63 for the purpose of rounding out the old boundaries.
12. Business District No. 76. Kapiolani Boulevard. Resolution No. 4. This area immediately adjoins business district No. 58, and will be used by K. G. M. B. for their new headquarters.
13. Noxious Industry District No. 5. Kalihi-kai. Resolution No. 5. The area covered by this resolution is located immediately adjoining Noxious Industry No. 2, and will be used by the Hawaiian Gas Products company for the construction of a brick plant for making concrete tile, as a by-product of the Gas Products industry.

It is interesting to note that seventy (78) separate and distinct business districts have been established since 1930, when the present zoning ordinance went into effect. This, together with four rural business districts, brings the total business districts up to eighty-two (82). Industrial Districts number fourteen (14); Noxious industry districts- five (5); Hotel and Apartment Districts- eleven (11); Within the city all that area not zoned for the above uses is classified automatically as Residential Districts. Four Rural Residential districts have also been added during this period.

Under the provisions of the Charter Revision Act, the Planning Commission is empowered to re-zone the City of Honolulu, and a study is now being made of the existing zoned areas to ascertain whether or not they are adequate to meet the requirements of both the present and future insofar as such need can be anticipated.

There is one feature in connection with the present zoned areas that is very unsatisfactory, and which creates an unhealthy situation for the city as a whole, and that is the overzoning for business purposes. Theoretically the street frontage zoned for business thruout the city should provide for a population of nearly a million people. There is less than 20 percent of this area actually in use for business purposes. Due to this condition the Commission has taken the stand that no further business frontage will be authorized unless there is a distinct community need for such increase in the business area. The greater portion of this over-zoned area, however, was authorized long before the Planning Commission came into existence, and while it may have appeared at that time that a future need existed



for such business area, subsequent developments have shown differently. This condition is not unique in Honolulu, since it exists in practically every American city.

A new phase of zoning has been provided by the Charter Revision Act, which the commission is now preparing to put into operation, and that is the establishment of single family residential districts. Heretofore all areas of the city not zoned for some form of business were legally Residential, and in this classification there was permitted the construction of as many residences or homes on any one lot or area as the owner desired as long as he conformed to the spacing requirements of the Building Code. However, there has been expressed a desire on the part of many home owners thruout the city to have certain areas set aside where lots of minimum area would be required, and where only one residence, together with its accessory buildings, could be built on the lot. A number of suggested areas in various portions of the city are being considered by the commission for inclusion under this more restricted classification. These areas will be designated as "Class A" Residential Districts. Additional areas with definite restrictions will be added as the need develops with further study.

It is quite probable that in connection with the study of the zoning situation in the city additional classifications will be added. For instance, it may be desirable to add another classification to our Hotel and Apartment districts, one which will be restricted to apartments only, in place of the combination of both hotel and apartment. It is also very likely that it will be desirable to add another classification between Industrial and Business. At the present time certain kinds of business where any form of manufacturing is involved, are limited to a specified number of employees. When this number is exceeded; the business or industry is then classified strictly as an industry, and can be operated only in an established industrial area. Due to the fact that Honolulu has but few manufacturing institutions outside of its two large industries, most of what could be termed business and small industries have been operating as business. However, looking toward the future growth of industrial development within the city, a number of changes are going to be necessary to meet the growing demands. And while the Planning Commission desires to encourage and assist in every way the establishment of new industries within the city, yet it does not desire to sacrifice the aesthetic side of the development along our principal thoroughfares. This new classification would require a better and more aesthetic building construction along the frontage involved than is required under the present industrial classification, but would at the same time permit more freedom for the industry involved than is permitted under the present business classification. Due to the fact that the tourist industry is becoming more and more of an important feature



in the business interests of Hawaii the commission insists that every effort be made to enhance the aesthetic side insofar as it can be done in a practical way in the building up of our undeveloped areas.

### SUBDIVISIONS

During the past year six subdivision plans have been officially approved by the commission. However, a large number of tentative plans have been referred to the commission for suggestions and a number of these inquiries indicates very clearly that a large amount of subdividing will undoubtedly take place in the not distant future. To this end the City Planning Commission has prepared a set of Subdivision Rules and Regulations for the guidance of the subdivider, setting forth the legal requirements as provided under Legislative Act 242. These rules and regulations, which were adopted by the Planning Commission on December 28, 1939, have been published and are now available to anyone interested.

In connection with the study of land subdivision in the city, the Planning Commission has encountered a difficulty that is unparalleled in any other American city. Practically all of the unsubdivided areas thruout the city are composed of innumerable small sized tracts with irregular shapes and boundaries. This condition makes it impossible to extend a street plan for any distance without cutting some of these irregular tracts into unusable shapes and sizes. Such being the case, the commission foresees that in order to carry out any considerable portion of the Master Plan thruout these undeveloped areas some provision must be made for pooling of these properties and the readjustment of boundaries. This is a real problem that must be faced and some solution provided, otherwise many of our larger undeveloped areas which could normally be developed into very desirable tracts for home sites, will only be developed in a hodge-podge method, traversed thru their greater portion by a series of irregular private roads. Land owners and developers cannot be expected to subdivide their land when the streets involved cut properties into such shapes and sizes as to make it impractical, and in many cases impossible, to sell their tracts at a profit in the real estate market. However, if many of these areas could be pooled and reapportioned, fitting into a comprehensive street plan, it is safe to say that every area involved would be greatly enhanced in value. At any rate, provision for some such plan as this must be provided by legislative action, and until such provisions are made any Master Plan which the commission may prepare for the city can only be partially effective and incomplete. There are many precedents for similar legislation thruout the mainland, but none where as many problems are encountered as here in Honolulu.



## STREET NAMES

On recommendation of the Planning Commission the following changes and additions have been made in street names within the City and County of Honolulu during the year:

1. Cobb-Adams Road- Kaneohe District.
2. Anoi Road- Kaneohe District.
3. Sherman Park Place- off Ehliha Street.
4. Waipahu Road- old section of Farrington Highway.
5. Crater Place- Kaimuki.
6. Lai Road- Palolo Valley.
7. Hanakealoha Place- Palolo Valley.
8. Re-defining highways around the island-- Kamehameha Highway, Kalaniana'ole Highway, Farrington Highway, Kaukonahua Road, and Wilikina Drive, Wahiawa.
9. Napali Place- Kahala Heights.
10. Numana Road- Kalihi-uka.

## STREET PLAN:

In June of 1939 the Planning Commission began a series of studies on matters which would be involved in the preparation of the Master Plan for Honolulu. In this connection the following phases of this contemplated plan have been presented to the commission from various interests in the city.

First was a request from the Bishop Museum for the widening of Kalihi Street along the ewa side of Bishop Museum. Tied in with this plan was the extension of Vineyard Street from Houghtailing to Middle Street. Also a plan for the traffic ways leading to and around Bishop Museum. A more or less definite plan has been prepared and agreed upon by the Commission and the Trustees of the Bishop Museum for the eventual development of this area, which calls for the widening of Kalihi Street on the waikiki side forty (40) feet, with a divided traffic way in the center, making an eventual major highway of 80 feet in width.

At the request of the President of the Board of Regents of the University of Hawaii, the City Planning Commission made a study and prepared a suggested plan for the eventual widening and beautification of University Avenue, with an eventual width of 90 feet, between Kalakaua Avenue in Waikiki and Maile Wai in Manoa district. This plan included a divided driveway with planted strip in the center thruout its entire length. It is believed by the commission that this avenue when completed, will make a very important connection between the Waikiki areas of the city and Manoa Valley and other mauka sections.

A street plan for the Kahala section of the city lying between Twenty-Second Street and Kahala Avenue has been worked out in cooperation with the Bishop Estate, which owns by far the greater portion of this area, and other property owners involved. While this plan will



take many years in developing, yet it is very essential that such a plan be provided and consistently carried out to provide future thru routes from the Kahala district to the other portions of the city.

This plan provides for the extension of Pahoa Avenue from its present terminus at Twenty-Second Avenue to Kahala Avenue on the Koko Head side of the city, and from Third Avenue to Kapahulu Avenue from the present ewa terminus of Pahoa Avenue. These two extensions will, when completed, provide a direct route from Kahala to the business section of the city. This new route will be of immense value to Kahala residents who, until this improvement is completed, continue to follow the circuitous routes either by way of Waiialae Avenue or Diamond Head Road.

The plan further provides for the extension of Kilauea Avenue from its present terminus at Twenty-Second Avenue to Kahala Avenue. While this route will not form a direct route into the heart of the city, yet it will be a very useful addition to the highway system in the Kaimuki section of the city.

For the purpose of this report too much space would be required to explain in detail all the various improvement plans for each street concerned in the development of the Master Plan. Among those coming up for consideration were the following extensions and widenings:-

1. Extension and widening of Coyne Street ewa of University Avenue.
2. Connection between Judd Hillside and Tantalus Round Top road.
3. Widening of University Avenue from King Street to Oahu Avenue together with the widening and extension of University Avenue from King Street to Kalakaua Avenue.
4. Extension and widening of Ala Moana Boulevard from Ala Wai to Kalakaua Avenue, ewa of Fort deRussyl
5. Extension of Date Street from Kapiolani Boulevard to Piikoi Street.
6. Widening of Punchbowl Street from King Street to Beretania Avenue.
7. Widening of Nuuanu Avenue from School Street to Mamalahoe Road.
8. Widening of Kaala Way from Oahu Avenue to Kamehameha Avenue.
9. Extension of Kuakini Street from Liliha Street to Lanikila Street and Hala Drive.
10. Widening of Kunawai Lane from Liliha Street to Lanikila Street.
11. Extension of Punahou Street from Philip Street to Lime Street.
12. Extension of Aala Street from Beretania to Kukui Street.
13. Extension of Kanoa Street from River Street to Liliha Street.
14. Extension of Kuhio Street from Paokalani Street to Kapahulu Avenue.



Little attention can be given to the extension of Kuhio Avenue in this particular section until the gap is completed between Seaside and Kaiulani avenues.

15. Extension of Bishop Street from Beretania Avenue to Kukui Street.

This proposed extension has been under consideration by the Planning Commission for a considerable number of years, but due to the fact that even though Bishop Street were extended to Kukui Street, no particular solution of the traffic problem involved would be accomplished inasmuch as the dead end of Bishop Street would be moved only one block mauka and perpetually dead ended there by the Central Grammar School. If it were possible to extend Bishop Street to Vineyard Street the commission believes that such an extension would be highly desirable and the larger expense involved would be justified, but due to the heavy expense that would be required to extend it simply for one block, with the traffic difficulties left unsolved, the Planning Commission members are of the opinion that the funds required for such purpose could be better used on other projects, both at the present time and for many years to come.

Furthermore, inasmuch as set back lines on proposed streets place a very serious incumbrance on many properites involved, and especially so in the case of the proposed extension of Bishop Street, the Commission did not feel that it would be to the best interests of the city to impose restrictions on this property that would prevent owners from using it to its best advantage. The net result would be to practically force them to continue using it for semi-slum purposes until the city was ready to force the street extension in the remote future. The other alternative would be for the Board of Supervisors to purchase the land for the right of way and tie up a large sum of city and county funds for an indefinite period of years without any public benefit whatever. Such being the case, the Commission decided to recommend to the Board of Supervisors that the present set-back ordinance for this extension be repealed and the property owners be permitted to proceed with the development of their property. It is very probable, however, that this extension will be suggested in the Master Plan, to be done at some future date when and if the growth of the city and demands for additional business frontage justify the expense involved.

Considerable study has been given to a plan for the construction of a drainage canal thru the Kewalo area, similar to the Ala Wai, and extending from the Ala Wai to the Kewalo Basin, approximately half way between Kapiolani Boulevard and the Ala Moana Boulevard. The idea of this canal is to care for the drainage thru this low lying section of the city, where a drainage problem will always exist unless approximately the entire area is filled to a level much higher than at present, or some form of drainage canal is constructed. In



addition to providing adequate drainage facilities and the necessary fill for the low area, such a canal would also form a very effective aesthetic buffer strip between the business and industrial areas on the mauka side and the logical residential, hotel and apartment areas on the makai side, bordering the Ala Moana Park. It is believed by the Commission that this area between the proposed canal and the park has possibilities of the most beautifully developed area in the city if properly planned and executed by the owners who have signified their willingness to cooperate in such a plan. Due to the large expense involved it may require a number of years to complete such a plan, and special legislation may be required for the establishment of an assessment area.

#### ARTERIAL HIGHWAY

Perhaps the most important phase of the highway system of the city in connection with the Master Plan is the proposed arterial highway to connect the Kamehameha Highway on the ewa side of the city with the Kalanianaʻole Highway on the Koko Head side. Without such a connection there is no definite route for traffic travelling from one end of the city to the other. At the present time it is necessary for traffic crossing the city longitudinally to follow the most congested traffic ways for a considerable portion of the distance, thereby making the congestion much more acute than would be the case if a by-pass were provided for the other traffic.

The expense of widening any of the existing streets thru the heart of the city, - which would of necessity have to be either King Street or Beretania Avenue - to a width sufficient for an arterial route, would be prohibitive. On that account it is considered necessary to develop some other route where the abutting property is not developed to such an extent as it is on these streets, which are bordered by business institutions thruout their entire length. The most feasible route suggested for this purpose at the present time appears to be a route connecting with Kamehameha Highway at a point near Middle Street; thence running diagonally in a more or less mauka-waikiki direction to King Street near Gulick Avenue; thence following along King Street to Houghtailing Road and a new extension running in a mauka-waikiki direction to School Street; thence following along School Street to Magellan Street and cutting across the waikiki corner of Dole Street to Green Street; thence along Thurston Avenue to Wilder Avenue; thence along Wilder Avenue and Wilder Avenue extended to Waialae Avenue; thence along Waialae Avenue to Kealaolu Avenue.

In this connection a traffic flow map has been prepared showing the relative amount of traffic for a twelve hour period on the various routes thru the city. A study is now being made by the Commission of the traffic requirements as indicated by this map in cooperation with the Superintendent of Public Works of the Territory, United States Highway Engineer, Chief Engineer of the Department of Public Works of the City and County, and the Traffic



Safety Commission. There is quite a divergence of opinion as to the most desirable location the arterial route should follow, but a concerted opinion that such a highway should be established. The difference in opinion so far has been mainly whether the route absorbing School Street is preferable to a route closer to the longitudinal center of the city. Following this line of thought, a study is being made of a route absorbing Vineyard, Captain Cook, Lunalilo and Bingham streets. There seems to be approximately equal merit to the two proposed routes and every indication is that a definite decision can be made in the near future when further details have been prepared as to cost, and the relationship of the two routes with connecting streets have been more completely analyzed.

In this connection, studies have been made by the Commission of the feasibility of an elevated highway connecting Dillingham Boulevard with Queen Street and following along the waterfront to join Ala Moana Boulevard. However, this suggestion, insofar as the elevated highway is concerned, has been rejected by the Commission as being undesirable and not solving the arterial problem in a way commensurate with the great expense involved. A plan has been tentatively adopted by the Commission for the widening of Queen Street from Iwilei Road to Fort Street to an eventual width of 120 feet for the handling of traffic along the waterfront in connection with the various piers. It is essential that a better connection be made between the junction of Queen Street and Fort Street, and the area of the city waikiki of this junction. This probably means that Queen Street or Halekauwila Street must eventually be widened, and a better connection made at Fort Street. Further study must be made of this problem.

Another feature that ties in with the arterial highway system is a proposed new highway which the Planning Commission has had under consideration as a part of the Master Plan for many years, and which would extend along the makai side of the O. R. & L. Company tracks, absorbing Hart Street and following along the tracks to eventually connect with the Iwilei Road near Queen Street. In other words, a highway along the makai side of the industrial area to permit all traffic entering this area from the ewa portion of the island, to do so without being required to pass thru the congested section of the city at Dillingham Boulevard and King Street, and at Iwilei Road and Queen Street. This, in the opinion of the Commission, is one of the important proposed highways of the city that should be constructed as soon as finances will permit. This suggested route was also recommended by Mr. Earl Reeder in his traffic survey report of 1937.



## MISCELLANEOUS

In response to intermittent requests that have come to the commission during the past several years for one or more comfort stations near the heart of the city, the Planning Commission has had on file for ten years or more tentative plans for the construction of a comfort station and park area between Union and Bishop streets, mauka of Hotel Street, in anticipation of the eventual closing of Union Street from Hotel Street to Bishop Street.

This subject was reopened in 1939 and suggested plans were prepared for a comfort station in this area, and an effort was made to have the interested property owners on the ewa side of Union Street cooperate in plans to purchase the property. However, while some of the owners were willing to come in on such a plan, others were not interested. The commission was also informed by the Board of Supervisors that no city funds were available for the purchase of this property unless it could be made a part of the park system, and financed from park monies. The Park Board was unresponsive to this suggestion, and the project was finally abandoned.

The Waipahu Improvement Club, looking ahead to the future development of their district, and the protection of the main highways from the encroachment of undesirable business institutions springing up along the roadside, sent a petition to the Planning Commission requesting that Farrington Highway between the stream and the Waipahu Drainage Canal be zoned as a Residential District for 200 feet in depth on either side of the highway, leaving a section approximately 1500 feet in length which would be classified as a Business District, and constitute a proposed new civic center for the village of Waipahu. In connection with this zoning change, which was effected, the Commission made a strong effort to interest the property owners in a plan to widen the highway within this area from 80 feet to 120 feet, to provide for a divided highway with planting strip and adequate sidewalk areas, all looking toward the development of a real civic center plan. The property owners involved, however, were unwilling to let any more of their land be used for this purpose, and after a number of conferences the Planning Commission realized that this scheme was too ambitious and further efforts were discontinued.

## HOUSE NUMBERING

While the house numbering responsibility is not by its nature a city planning activity, yet the duties of this department are and have been for a number of years under the jurisdiction of the Planning Commission's engineer. This work was inherited by the City Planning Commission in 1929 from the Building Department.



At that time the original house numbering was entirely inadequate to meet the needs of the rapidly growing city and a complete revision was necessary. Since taking over the house numbering duties a revised system has been established that can be expanded to meet the requirements as the city grows. While there are still many corrections to be made in incorrect numbers on various houses thruout the city, these are gradually being changed as they come to the attention of the department. During the year 1939, 1452 numbers were issued. Approximately 200 of these were corrections of erroneous numbers. In addition to house numbering in Honolulu, this department has worked out a numbering system for the town of Wahiawa, and to date approximately 500 numbers have been issued.

In addition to handling house numbering, this same office issues permits for sidewalks and driveways. During 1939, 1017 of such permits were issued and inspections made of the construction work involved.

The funds for carrying on this activity are supplied by separate appropriation by the Board of Supervisors, and not a part of the city planning fund in any way. These duties, as stated above, are not planning activities, but the Commission has permitted them to be carried on under the jurisdiction of its engineer, thereby making the Commission and its staff that much more useful to the City and County Government and the public in general.

#### MASTER PLAN

As provided in Legislative Act 242, the Planning Commission is charged with the obligation of preparing a Master Plan of the City of Honolulu, and under certain conditions to be applied to the rural districts as well. However, the Commission will devote its time and energy to completing its plan for the city insofar as it is possible before branching out into the rural districts.

The principal features of the Master Plan for Honolulu pertain to the arterial highway, and major and minor streets. This in turn involves street plans for all the undeveloped areas within the city. Those plans will consist of new streets where required, the extension of existing streets and the widening of others. Practically all other features of this plan are tied in either directly or indirectly with this street layout.

All subdivisions submitted must conform to the features of this plan; all sewer and water and other public utility lines likewise will be directly governed by the street plans.

Since July 1, 1939, the Commission with its staff have been busily engaged in the preparation of this Master Plan. While many of the sectional maps and plans of certain areas thruout the



city, which have been previously prepared for various purposes, have been and will continue to be of considerable use in the preparation of the Master Plan, yet so far as the net result is concerned the commission has virtually had to start from the beginning. For many years there have been no accurate or complete maps of the City of Honolulu on a scale that could be used for our work. Such being the case, it has been necessary for the city planning engineer to compile and make new maps.

To date, a map on the scale of 500 feet to the inch has been completed and tracings made. This map will be used for many purposes and various copies will be used to show the zoned areas thruout the city; others to show the locations of the several utilities, set-back lines for widening certain streets and the extension of others; the locations of parks, playgrounds, schools, churches and all other public and semi-public institutions; the arterial highway and major street plan, and other allied features that form a part of the Master Plan.

The 500 foot scale map mentioned above, however, is not sufficiently large in scale to show anything but the generalities of the various items comprising the Master Plan. For showing these details a map of the City on a scale of 200 feet to the inch has been drawn and is now near completion. The several sections of this map can be used to show street extensions with the width of right-of-way, width of sidewalk areas and width of pavements; also, the same information for streets which are to be widened. Furthermore, this 200 foot scale map is about the ideal size for showing the locations of underground utilities together with details necessary for relocating same when emergencies arise.

In addition to the above, maps of the entire city, the city planning engineer has prepared and assembled thirty seven (37) sets of tax maps of various sections of the city where unsubdivided areas exist and where detailed plans must be made for subdivisions in such areas. These maps are necessary in order that the commission may know just how proposed streets will affect the land of each individual owner. Additional maps of this nature will be required for all unsubdivided areas within the city. Altogether, approximately one hundred (100) such maps in varying sizes, will be necessary. These maps are compiled from standard tax maps obtained from the Territorial Tax Office. Due to the variance in scale of these maps in sections of the same area, considerable work is involved in fitting them together, yet they serve the purpose very satisfactorily.

Our Planning Engineer reports that street plans for a number of unsubdivided areas thruout the city are practically completed, and after a little more study will be submitted to the Commission for its approval as sections of the Master Plan.



A large map has been completed showing the location of all schools, churches, parks, playgrounds and other public and quasi public enterprises.

Arrangements are practically completed with the Department of Public Instruction for the gathering of detailed information regarding all schools thruout the city. When this data is gathered an accurate census map of all sections of the city can be compiled. It will show definitely the density of population and from it can be deduced with considerable accuracy the trend of growth of the various areas thruout the city. This data will show the number of families and number of people per family in each school area. When assembled we will know the number of homes in each block or section of the city and number of people living therein; also the number of automobiles owned in each area. The value of this information is quite obvious.

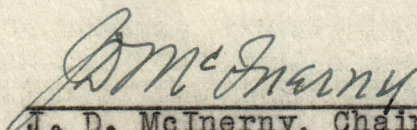
While the foregoing data relates principally to progress up to January 1, 1940, basic work has continued along the same lines since that date, and one section of the Master Plan, insofar as proposed streets and highways is concerned, is completed. This map includes the area lying between Kalakaua Avenue and Kapahulu Avenue, makai of King Street and Mauka of the Ala Wai. Other sections are in various stages of completion, which will cover the entire Kewalo and Waikiki areas, together with the area lying between Kapiolani Boulevard, King Street and Kalakaua Avenue. These sections are approximately 75% completed to date, insofar as proposed street and highway layout are concerned.

In connection with these sections of the Master Plan, arrangements have been made with the various utility organizations whereby copies will be furnished them, and they in turn will draw in details of the utilities pertaining to their organization. These in turn will be transferred by the City Planning staff to the Master Plan.

Forming a part of this report is a map of the City of Honolulu, prepared by the City Planning staff, whereon is shown all of the zoned areas thruout the city, including the two recently created single family residential districts, - namely, the Class "A" Residential district on Alewa Heights, and the Class "AA" Residential District on Maunalani Heights. Map also shows the proposed routes for the contemplated arterial highway connecting Kamehameha Highway on the ewa side of the city with the Kalanianaʻole Highway on the Koko Head side, together with the proposed major streets to be developed as part of the arterial highway system.

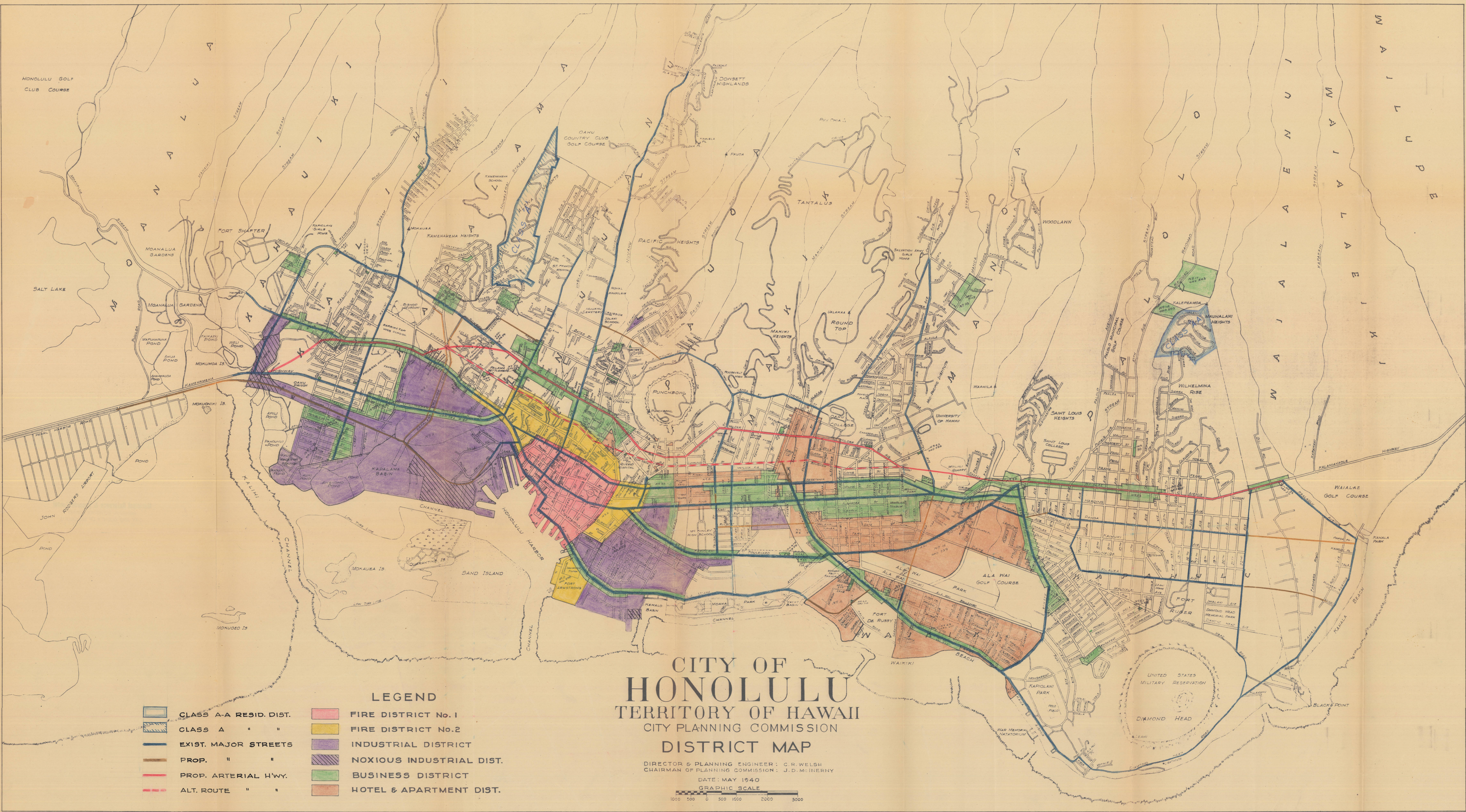


In addition to this map, there is also included at the front of the report an organization chart, showing the relationship of the City Planning Commission to the Mayor and Board of Supervisors, and detail organization of the Planning Commission staff.

  
\_\_\_\_\_  
J. D. McInerney, Chairman  
CITY PLANNING COMMISSION

May 16, 1940



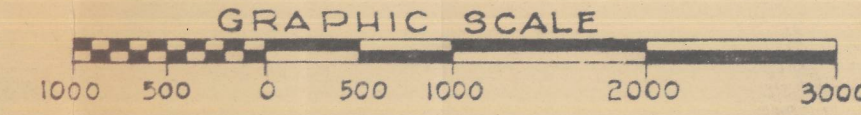


- |                        |                          |
|------------------------|--------------------------|
| CLASS A-A RESID. DIST. | FIRE DISTRICT No. 1      |
| CLASS A " "            | FIRE DISTRICT No. 2      |
| EXIST. MAJOR STREETS   | INDUSTRIAL DISTRICT      |
| PROP. " "              | NOXIOUS INDUSTRIAL DIST. |
| PROP. ARTERIAL H'WY.   | BUSINESS DISTRICT        |
| ALT. ROUTE " "         | HOTEL & APARTMENT DIST.  |

CITY OF  
HONOLULU  
TERRITORY OF HAWAII  
CITY PLANNING COMMISSION  
DISTRICT MAP

DIRECTOR & PLANNING ENGINEER: C.R. WELSH  
CHAIRMAN OF PLANNING COMMISSION: J.D. MCINERNEY

DATE: MAY 1940





HT168

H65

A27

1939

#2

Honolulu. City Planning Commission.

Annual report. Honolulu: 1920-1958.

Annual.

Library holdings: 1920, -21, 1921-22, -23,  
1923-24, -25 thru -27, -29 thru -33, -35 thru  
-39, -41 thru -58.

Continued by: Honolulu. Planning Dept.  
Annual report.

1. City planning - Oahu. 2. Honolulu - City planning.